

Opening Statement of the Honorable Ed Whitfield  
Chairman, Subcommittee on Energy and Power  
Committee on Energy and Commerce  
Markup on the TRAIN Act and the Jobs and Energy Permitting Act

I am pleased to be here today to advance two important pieces of legislation- The Transparency in Regulatory Analysis of Impacts on the Nation Act (TRAIN Act) and the Jobs and Energy Permitting Act.

First, the TRAIN Act was introduced by Vice Chairman Sullivan and Representative Matheson, which would require a cumulative impact study on over 14 actions being proposed by the Obama Administration that would have a major impact on our economy and jobs.

EPA has begun, one-by-one, to look at some of the impacts of these regulations, and what they have found is startling:

- The Utility Rule proposed by EPA last month is estimated to add \$10.9 billion a year to the cost of generating electricity-. EPA predicts that this rule alone will increase electricity prices as much as 7 percent in some parts of the Nation. Many studies assess this rule at a much higher cost and impact on electricity prices.
- Later this year, EPA expects to issue the Transport Rule, imposing a federally enforceable plan to further regulate electricity generating facilities. EPA estimated that this rule will cause electricity prices to increase by another 3 percent.
- EPA also proposed to revise the new Ozone standard that was just issued in 2008. EPA estimates that revising the Ozone rule could cost \$90 billion, which undoubtedly would be passed along in the price of electricity.
- Earlier this year, EPA also issued new National Ambient Air Quality Standards for Sulfur Dioxide, emitted from coal-burning power plants, and also for Nitrogen Dioxide. Soon, EPA will be reviewing revisions to the standard for fine particulate matter. These rules could also increase energy prices.

The analysis by EPA did not look at the cumulative impact of the rules, nor did it look at how these rules will affect global competitiveness, jobs in all sectors of the economy, and the prices that consumers pay for American-made products.

The TRAIN Act would give us some methodology for looking at the cumulative economic impact of these types of regulations. I am pleased that the TRAIN Act had broad support and I look forward to advancing this important piece of legislation.

The second piece of legislation before us today is the Jobs and Energy Permitting Act of 2011, which was introduced by Representative Cory Gardner.

This bill would give us access to vast quantities of new oil supplies in Alaska, and help to bring that oil online in the years ahead. That it has taken one energy producer over 5 years to get a Clean Air Permit in the Outer Continental Shelf (OCS) is unprecedented, even for EPA.

The estimates of available oil there are very promising. In fact, it could replace ALL of our imports from Saudi Arabia.

But the federal red tape preventing that potential from being realized poses a daunting challenge.

Some estimates suggest that oil production in the Beaufort and Chukchi sea in Alaska could reach one million barrels per day should adequate infrastructure develop over time. Oil production of this magnitude has the potential for wide-ranging effects.

According to the University of Alaska, it could offset foreign oil imports by 7 percent, create 40,000 to 50,000 jobs annually, and provide a vital source of additional throughput for the Trans-Alaska Pipeline System (TAPS) – one of our most significant oil arteries in North America.

While TAPS was constructed in the 1970s to handle up to 2 million barrels of oil per day, current throughput equates to less than 700,000 barrels per day and is projected to decline to 500,000 barrels per day by 2015. At much lower capacity, the pipeline will be unable to maintain enough pressure to operate properly.

I urge all Members to work with me to advance these two important pieces of legislation.

I now yield to the Ranking Member, Mr. Rush.